

July, 2004**Central Valley Aviation News**

AN OFFICIAL PUBLICATION OF THE FRESNO FLIGHT STANDARDS DISTRICT OFFICE.....559-487-5306

On the web at : www.awp.faa.gov/new/flightstandards/fresno_home.cfm**How can I legally defer an inoperative component under 91.213(d)****AKA Conducting Operations without an Minimum Equipment List (MEL).**

We all have come out to our aircraft on a beautiful VFR day, only to find that the #2 radio has decided to go south for the day. You have heard that under FAR 91.213.a(1) all instruments and equipment installed in the aircraft must be operative unless you have an approved MEL. Well, you know you do not have one, and hey, it's a great day to fly and you know you only need one radio to get out of Fresno, so what can you do? Well according to AC 91-67 (get a copy) you CAN operate (i.e.



fly) without an MEL under the provisions of 91.213 (d), *provided* you follow a few steps. Attend this seminar and learn the equipment that can and cannot be deferred for later maintenance.

**July 2004**July Topic: *"Inoperative Components"*

July 1 Mariposa (068) <i>"Inoperative Components"</i> Mariposa Pilots Lounge. 7 p.m. to 9 p.m.	July 8 Bakersfield (BFL) <i>"Inoperative Components"</i> Kern Cty Sheriff's Cplex, Training Bld. 7 p.m. to 9 p.m.	July 15 Atwater (MER) <i>"Inoperative Components"</i> Bld 411 Castle Airport 7 p.m. to 9 p.m.	July 22 Fresno (FCH) <i>"Inoperative Components"</i> Chandler Admin. Bld. 7 p.m. to 9 p.m.
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SEMINARS ARE FREE

All seminars begin at 7:00 p.m. ending at 9:00 p.m. All venues are Fly-In/Drive-In. No reservations required. Your attendance at this seminar fulfills one of the requirements of the pilot proficiency award program (Wings Program). For updates, contact the Fresno FSDO at 559-487-5306 or INTERNET: http://www.awp.faa.gov/new/flightstandards/home_fresno or E-mail: JAMES.A.HENRY@FAA.GOV

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Maintenance Records / Inspections- Information all Pilots should know.

Is your aircraft airworthy? Legal? Whether you own, lease or rent your airplane, you as Pilot-In-Command need to know this information for your own peace of mind. Many pilots know of the maintenance/ inspection requirements, however a good review is always helpful. (To remain legal) Remember 91.3 specifically states that the pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

The Annual Inspection. Most reciprocating-engine or single-engine-turbojet/turbo propeller small aircraft (12,500 pounds and under, example Cessna Caravan 208) flown for business or pleasure is required to be inspected at least annually by an FAA certificated A&P mechanic holding an Inspection Authorization (IA), or an FAA certificated repair station that is appropriately rated. The aircraft may not be operated unless the annual inspection has been performed within the preceding 12 calendar months. A period of 12 calendar months extends from any day of a month to the last day of the same month the following year. However, an aircraft with the annual inspection overdue may be operated under a special flight permit issued by the FAA for the purpose of flying the aircraft to a location where the annual inspection can be performed.

The 100-Hour Inspection. Reciprocating-engine and single-engine-turboprop/turbojet aircraft (12,500 pounds and under) used to carry passengers for hire or used for giving flight instruction for hire which a person provides, shall be inspected within each 100 hours of time in service by an FAA certificated A&P mechanic, or an FAA certificated repair station that is appropriately rated.

Other Aircraft Inspection Programs. The annual and 100-hour inspection requirements do not apply to large (over 12,500 pounds) airplanes, turbojet or turbopropeller multiengine airplanes, or to airplanes for which the owner or operator complies with the progressive inspection requirements as outlined in FAR 91.409(d). Details of these requirements may also be determined by inquiry at the local FSDO.

Altimeter System Inspection. FAR Section 91.411 requires that the altimeter, encoding altimeter, and related system be tested and inspected in the preceding 24 calendar months before being operated in controlled airspace under IFR or VFR in Class B or C airspace.

Transponder Inspection. FAR Section 91.413 requires that before a transponder can be used under FAR Section 91.215(a), [e.g. operations into Class A, B or C airspace] it shall be tested and inspected within the preceding 24 calendar months.

The Emergency Locator Transmitter Inspection: Requires a 12 calendar month functionality test [FAR 91.207(d)] and the batteries expiration date must be legibly marked on the outside of the transmitter and entered into the aircraft maintenance record. [FAR 91.207{c}]

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD. This subject is covered in AC 39-7, *Airworthiness Directives for General Aviation Aircraft, current edition*. A separate AD record may be kept for the airframe and each engine, propeller, rotor, and appliance, but is not required. This would facilitate record searches when inspection is needed, and when an engine, propeller, rotor, or appliance is removed, the record may be transferred with it. Such records may also be used as a schedule for recurring inspections. The format, shown below, is a suggested one, and adherence is not mandatory. *Information from AC 43-9c dated 6/8/98*

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD
(SUGGESTED FORMAT)

AD Number & Amendment Number								
Date Received								
Subject								
Compliance Due Date Hours/ Other								
Date of Compliance								
Method of Compliance								
Airframe Total Time in Service at Compliance								
One Time								
Recurring								
Next Compliance Due Date, Hours/Other								
Authorized Signature, Certificate, Type and Number								
Remarks								

* Aircraft, Engine, Propeller, Rotor, or Appliance:

Make _____ Model _____ S.N. _____ N _____

Although maintenance requirements vary for different types of aircraft, experience shows that most aircraft need some type of preventive maintenance at least every 100 hours. This is influenced by the kind of operation, climatic conditions, storage facilities, age, and construction of the aircraft. Maintenance manuals are available from aircraft manufacturers or commercial vendors with revisions for maintaining your aircraft.

FAR Section 91.403 places primary responsibility on the owner or operator for maintaining an aircraft in an airworthy condition. Certain inspections shall be performed on your aircraft, and you must maintain the airworthiness of the aircraft between required inspections by having any defects corrected.

Preflight Inspection. The FAR's require a pilot to conduct a thorough preflight inspection before every flight to ensure that the aircraft is safe for flight. For further detailed information concerning Maintenance records consult Advisory Circular 43-9c. Advisory Circulars are slowly being posted on the FAA Washington's Web site at <http://www.faa.gov/avr/>

2004 Wings Weekend a great success!

This years *Wings Weekend* at Chandler Airport last April 24-25th, proved to be a great success with all our local district pilots. We even had a few pilots travel from as far as San Diego to "get into the action". According to our co-host, the *Central Valley Aviation Association*, we had 19 volunteer instructors providing *proficiency* training for over 40 plus pilots. The Spatial Disorientation simulator from Oklahoma City was also well received. All pilots who took the training came away stating that it was very useful in their understanding of vertigo, etc. Hat's off to the CVAA, a great proponent of aviation safety.



WINGS AWARDS

Pilot	Wings Phase Awarded	Month
Ms. Carylton Castro	IV	February, 2004
Mr. Thomas H. Curda	I	March, 2004
Mr. Jerry Waymire	X	March, 2004
Mr. Leroy B Coffman II	III	April, 2004
Mr. Lee Hansen	V	April, 2004
Mr. Robert L. Jones	III	April, 2004
Mr. Robert W. Locklin	IV	April, 2004
Ms. Kathy M. McNamara	VIII	April, 2004
Mr. Gale D. Mott	I	April, 2004
Mr. Peter Pierre	II	April, 2004
Mr. Arthur A. Silacci	II	April, 2004
Mr. Jack W. Sparke	VIII	April, 2004
Mr. Charles Touton, M.D.	VIII	April, 2004
Mr. C. David Koble	IV	May, 2004

Please note that all of the Wings Weekend pilots awards had not been processed by press time (May,04), however, they will appear in the August newsletter